#### HAH Navigation Channel Condition Status Report - May 20, 2020 **US Army Corps** of Engineers St. Louis District <u>Mississippi</u> River Mile **Illinois River** Marker Lock and Dam 22 80 L&D 22 TW Current = 13.0 ft. 301 ΓW 1 Wk Forecast = 11.3 ft. ILLINOIS RIVER $\Gamma W 2 Wk Forecast = 9.8 ft.$ CHANNEL CONDITION / Lock and Dam 24 Base. SAFETY TW Current = 24.2 ft.ADVISORY TW 1 Wk Forecast = 22.4 ft. TW 2 Wk Forecast = 21.1 ft. Mariners are advised to minimize wake Mariners should be experienced RM 273.4 & 241.4 LOCKAGE & CREW CHANGE SPECIAL REQUIREMENTS (COVID-19) L&D 24 273.5 in high water No industry personnel shall be allowed inside USACE lock control houses or other buildings conditions and avoid downduring crew changes, except in the case of medical streaming emergency. 2. Crew changes will still be allowed, but operations if industry personnel must go directly from the vehicle to possible the motor vessel. At both facilities (Locks 24/25) the Exercise caution crew van will be required to park outside of the exterior fenced area during the crew change. 3. Also effective immediately Locks 24 and 25 will not accept incoming in all meeting RM 241.4 - CHANNEL and overtaking CONDITION/USACE TRANSIT ADVISORY situations, as or outgoing boat mail. 4. Industry personnel will be → L&D 25 241.5 swift currents required to use their own facilities while navigating See LNM regarding channel conditions at 241.4 may be present through the lock. 5. Changes are effective immediately and until further notice. 6. All navigation interest should Navigational L/D 25, in the vicinity of buoys may have be alert for, and abide by, any special instructions that been dragged off may be issued by the Lockmaster. Grafton Illinois R. Lock and Dam 25 W Current = 25.1 ft. RM 183.2 - BRIDGE CONSTRUCTION TW 1 Wk Forecast = 22.8 ft. Merchants Railroad Bridge: Work barges continue excavating around both left and right descending es continue TW 2 Wk Forecast = 21.7 ft. Mel Price 201 navigation piers and the right descending pier of the center span. Work barges should not encroach Mel Price Locks and Dam more than 50 ft into the navigation channel at any time. For work barge locations, mariners are TW Current = 21.8 ft. TW 1 Wk Forecast = 19.6 ft Missouri R. Upper R. TW 2 Wk Forecast = 18.0 ft encouraged to contact the onsite work boat M/V Lower R. KATHERINE OHARA via VHF-FM Ch 6 or 16 or by 184 Locks 27 phone at 217-248-9077. St. Louis Gage = 28.3 ft. RM 179.2 - BRIDGE MAINTENANCE Douglas MacArthur Bridge; Two suspended platforms are located in the center navigation span. Stage 1 Wk Forecast = 25.4 ft. Stage 2 Wk Forecast = 22.8 ft. St. Louis 180 Each platform measures 9 feet wide and hang 5 ft RM 133.0-131.6 - SUNK BARGE -UPDATE below low steel. One platform is located 60 ft A sunken barge has been reported in the vicinity of channelward of the right descending pier and the other platform is located 120 ft channelward of the Mile 131.6, LDB, outside of the navigation channel. The barge spud is visible, lighted with a Quick Fl. left descending pier. There are also 3 platforms located at various locations in the Illinois span. Salvage operations are occurring. The M/V STEPHEN FOSTER and M/V BRUCE GIBSON are Transit with caution. on site from 7:00 am to 6:00 pm daily. Mariners are requested to transit the area at their slowest safe speed, avoid meeting or overtaking in the immediate area and avoid loitering along the LDB between RM RM 301.1 - 109.9- CHANNEL CONDITION / SAFETY ADVISORY 133.0 and 137.1 to facilitate salvage operations. Down-streaming operations are not recommended unless the vessel is equal to or greater than 75 feet in length and the vessel has a minimum of 1,800 Kaskaskia Chester Gage = 30.6 ft. Stage 1 Wk Forecast = 28.5 ft. h.p. Mariners are advised to favor the center of the Chester 110 channel and proceed at their slowest safe operating Stage 2 Wk Forecast = 25.6 ft. speed based upon the prevailing conditions to minimize wake damage. Vessels should avoid laying up on levees or pushing in where railroad tracks are charted near the bank, assess bridge clearances in advance and ensure fleets are tendered at all times Mariners should review anchoring requirements and pre-identify layup areas in the event of a river closure or barge breakaway. Mariners should ensure that moored vessels and barges are adequately secured with the anticipation of increased velocity and high water. Drift and debris may be a hazard to navigation and drag buoys off station. Cape Girardeau Gage = 33.8 ft. Stage 1 Wk Forecast = 33.6 ft. RM 46.0 - 43.5 - CHANNEL CONDITION / SAFETY Cape G. ADVISORY The COTP Ohio Valley has issued a Safety Advisory **SEMO Port** Stage 2 Wk Forecast = 30.5 ft. due to extreme high water between approximate RM 51.8 - SUNK BARGE A sunken barge has been reported in the vicinity of Mile 51.8. A caution area for the sunken barge has been added to the IENC. Mariners are urged to Miles 46.0 and 43.5. It is recommended that vessels do not meet, pass or overtake in this area and that down-hound tows should not exceed 140 feet wide and 600 feet long, during the nighttime hours from exercise caution in the area sunset to sunrise and that red flag barges should be placed in a protected location within the tow. It is also recommended that all vessels avoid laying up on levees and to assess bridge clearances in advance. Mariners are urged to exercise caution. Cairo and report navigation obstructions to the U.S. Coast Guard via VHF-FM Channel 16. Gage = 37.2 ft. Cairo Ohio R Stage 1 Wk Forecast = 42.4 ft Stage 2 Wk Forecast = 31.8 ft Probable Dredge Areas Key: Current Construction Location River Mile Dredge ETA Dredae Anticipated Dredging Locations On: Complete ☆ Groundings 241.4 End of June Pending Potter Δ Dredge Potter $\cap$ Dredge Bill $\nabla$ Dredge Goetz Holman Very Likely to be Problematic at Low Water **Problem Resolved/Not Problematic** Please email comments or suggestions to

dawn.lamm@usace.armv.mil

#### **Dredge Status:**

Dredge Potter: Dockside at Service

#### **Channel Marker Status:**

Be aware that there may be other buoys off station/missing than the ones mentioned in this report. Mariners should use caution.

For ATON or Buoy issues please contact SUMRWaterways@uscg.mil or 319-520-8556.

Pathfinder: The Pathfinder is dockside this week and next

## **Additional Risks / Concerns**

**Navigation Notices** 

**Local Notice to Mariners** 

There are advisories for the Miss. and IL Rivers for HIGH RIVER STAGES. Find them here. Buoys may be missing due to high water.

#### Weather

Highs from the upper 60s to the mid 80s, lows from the mid 50s to the upper 60s. Thunderstorms starting Saturday through next week for the entire region.

> Hannibal, MO St. Louis, MO Cape Girardeau, MO Cairo. IL

#### **Web Information**

For additional River Training Structure information, see the links below:

#### Current Construction

### **Recently Completed Construction**

For open Regulatory Public Notices, See the link below

#### **Regulatory Public Notices**

For the most recent channel patrol and pre or post dredge surveys, see the links below:

# **Channel Patrol Surveys**

#### Dredge Surveys

Electronic Navigation charts for the Upper Mississippi River are available online for download or to order at the below link:

**Electronic Charts** 

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